South Salem Stop
MBTA Commuter Rail Station
Salem, MA

Conceptual Design Presentation
Public Meeting
March 22, 2016

New MBTA Commuter Rail Stop in South Salem

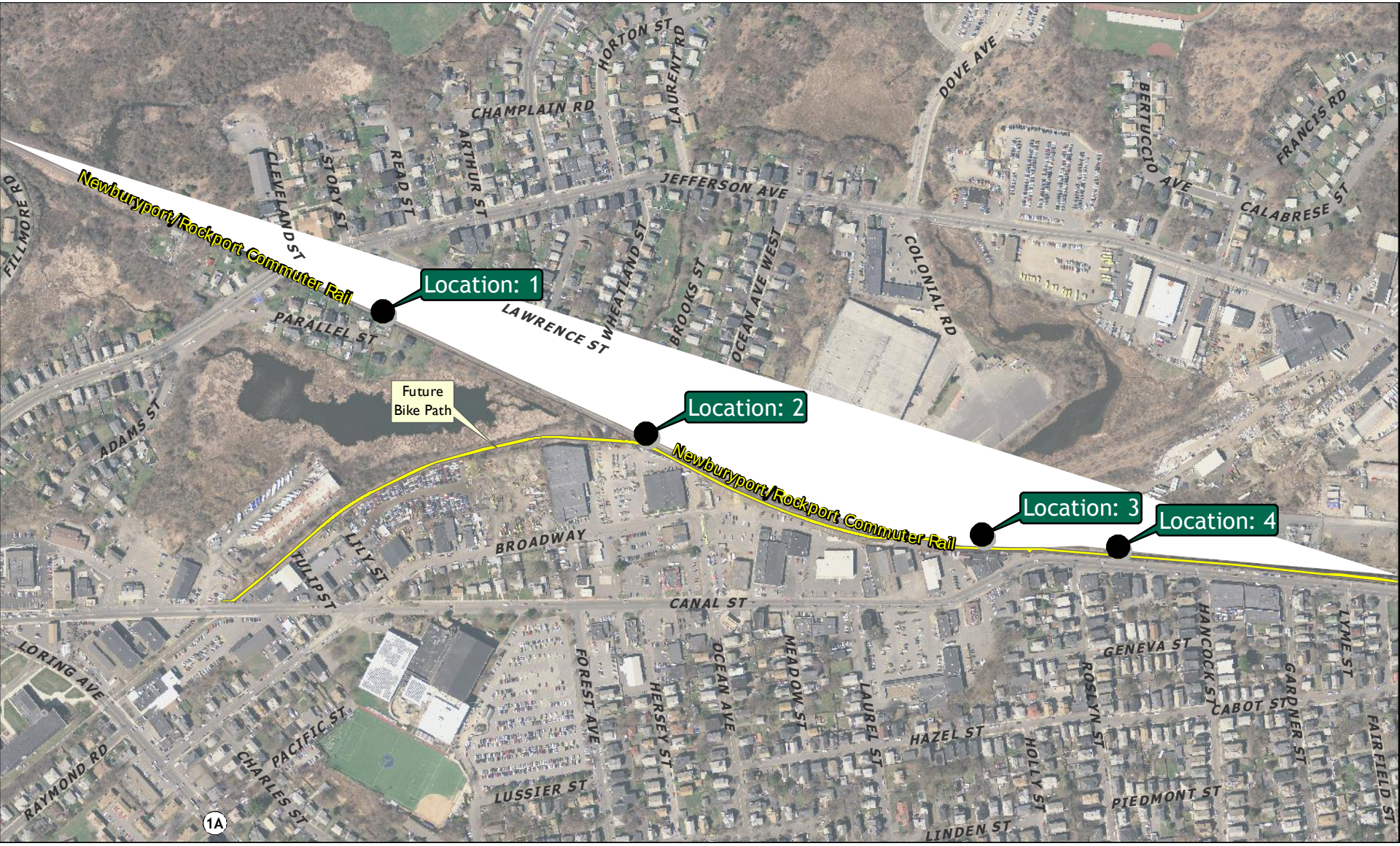
Study Area

Olde Salem Green Municipal Golf Course
Castle Hill Playground
North Shore Medical Center
Collins Middle
Bertram Field
Splaine Park
Salem State University
Horace Mann Laboratory
Saltonstall School
Newburyport/Rockport Commuter Rail
Newburyport/Rockport Commuter Rail
107
1A
114
1A
GREENWAY RD
WILLSON ST
OLD RD
LAURENT RD
HORTON ST
DOVE AVE
HIGHLAND AVE
MAY ST
DALTON PKWY
WARREN ST
BROAD ST
VALE ST
PHELPS ST
FRANCIS RD
CALABRESE ST
JACKSON ST
BERTUCCIO AVE
GRISWOLD DR
STORY ST
READ ST
JEFFERSON AVE
BROOKS ST
OCEAN AVE WEST
COLONIAL RD
HATHORNE ST
ORNE SQ
ENDICOTT ST
SUMMER ST
MARGIN ST
MARION RD
PRESTON RD
FILLMORE RD
PARALLEL ST
LAWRENCE ST
ADAMS ST
MOFFATT RD
BRADLEY RD
SUMNER RD
STATION RD
LILY ST
BROADWAY
CANAL ST
LORING AVE
PACIFIC ST
CHARLES ST
DAY AVE
MEADOW ST
HERSEY ST
FOREST AVE
OCEAN AVE
LINDEN ST
HAZEL ST
LAUREL ST
ROSLYN ST
HOLLY ST
CABOT ST
GARDNER ST
LYME ST
FAIRFIELD ST
CEDAR ST
PORTER ST
ROPES ST
POND ST
MONROE RD
RAYMOND RD
RAINBOW TER
LORING AVE
WISTERIA ST
LAFAYETTE ST
SALEM ST
PARK ST
DOW ST
HARBOR ST

MBTA Commuter Rail Design Standards

- 800-foot long High-Level Platforms
- No at-grade pedestrian crossings
- Construct to current ADA/Accessibility Standards
- Construct to CMR 780 (State Bldg. Code) and NFPA 130
- Wayfinding Signage and Variable Message
- Security – Lighting, CCTV, PAT
- Minimize Construction related impacts
- Maintain Commuter Rail service during construction

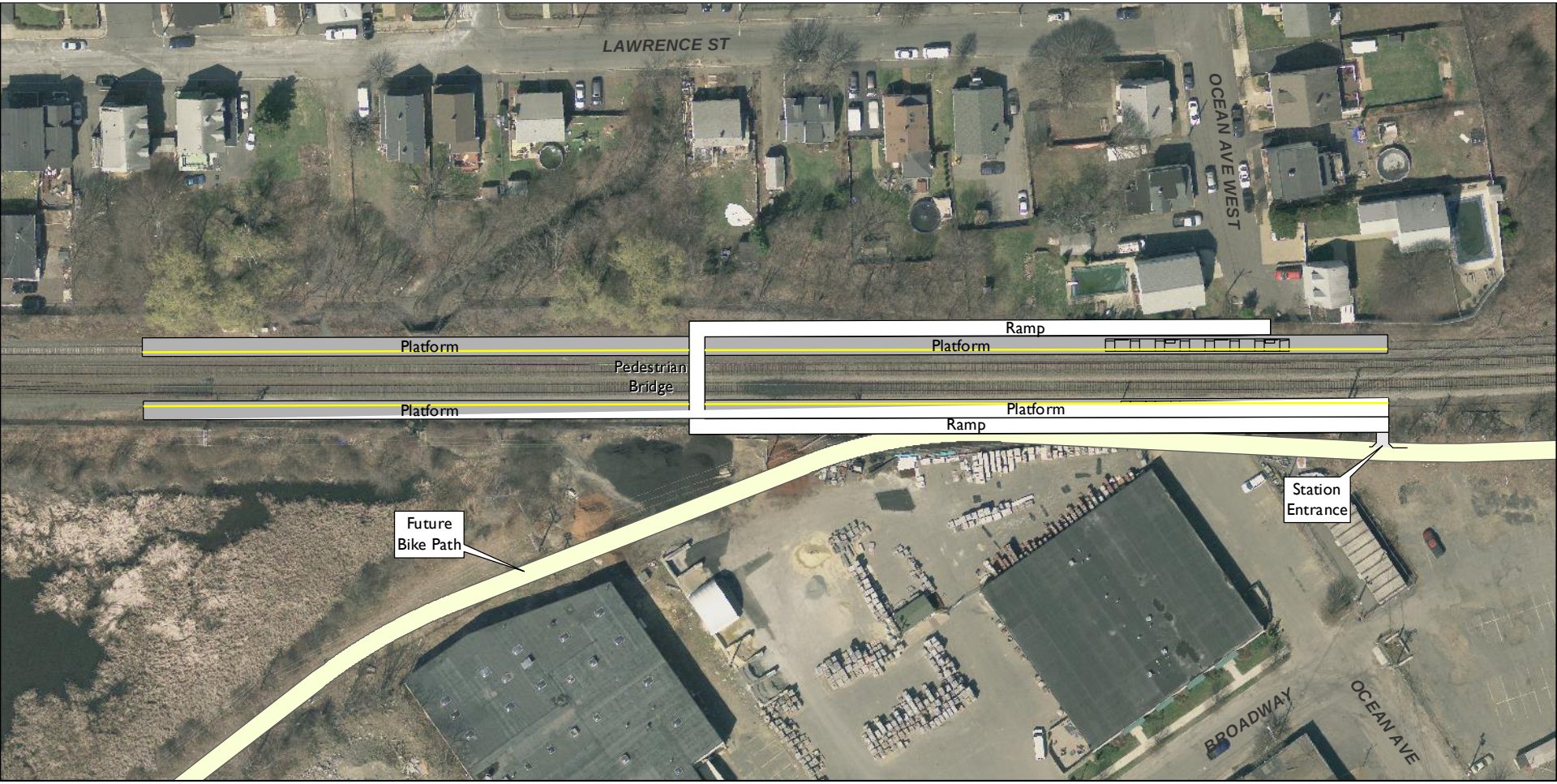
South Salem Stop – Alternative Locations



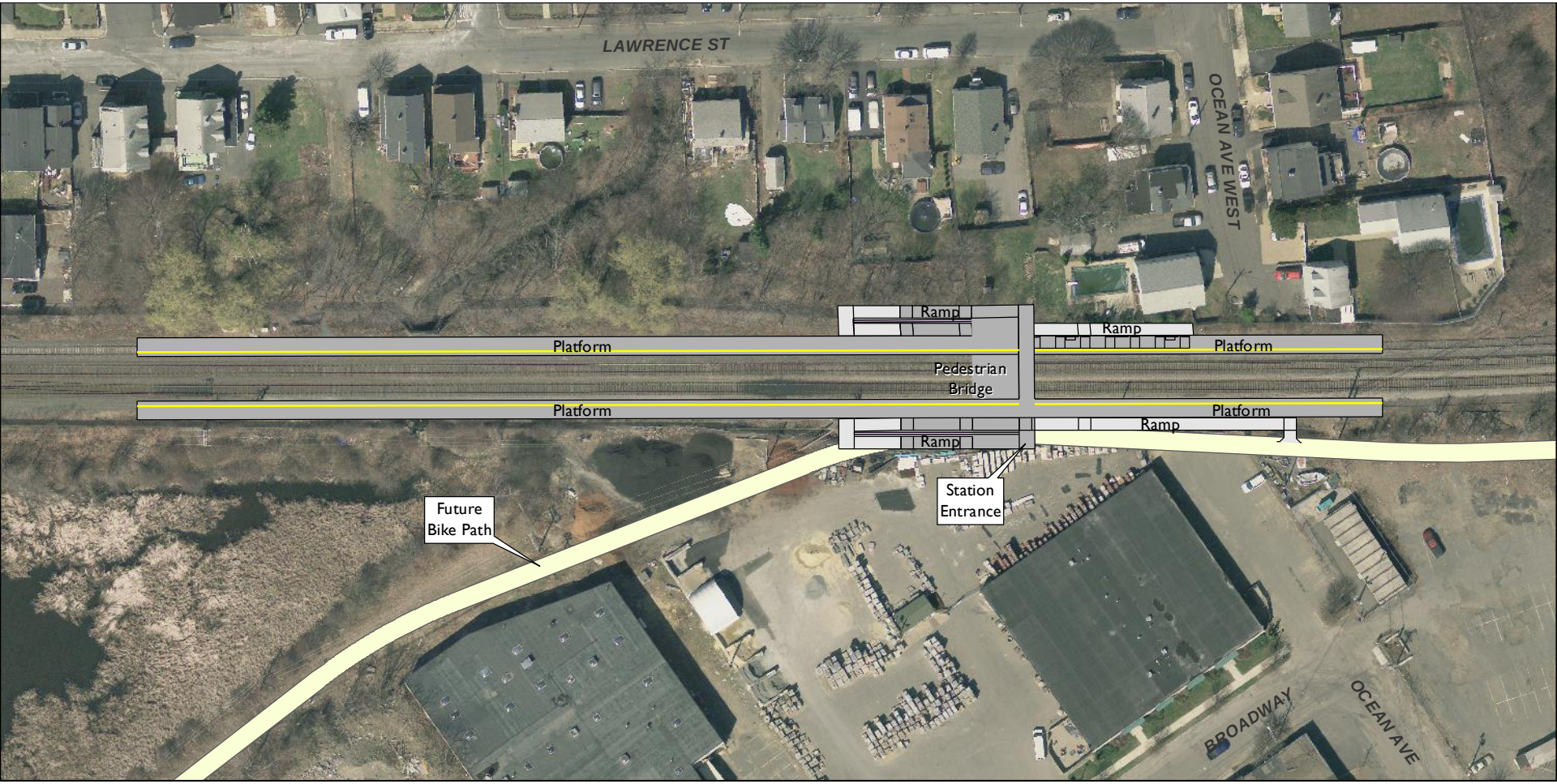
Alternative 1A – Jefferson Avenue

Alternative 1B – Jefferson Avenue

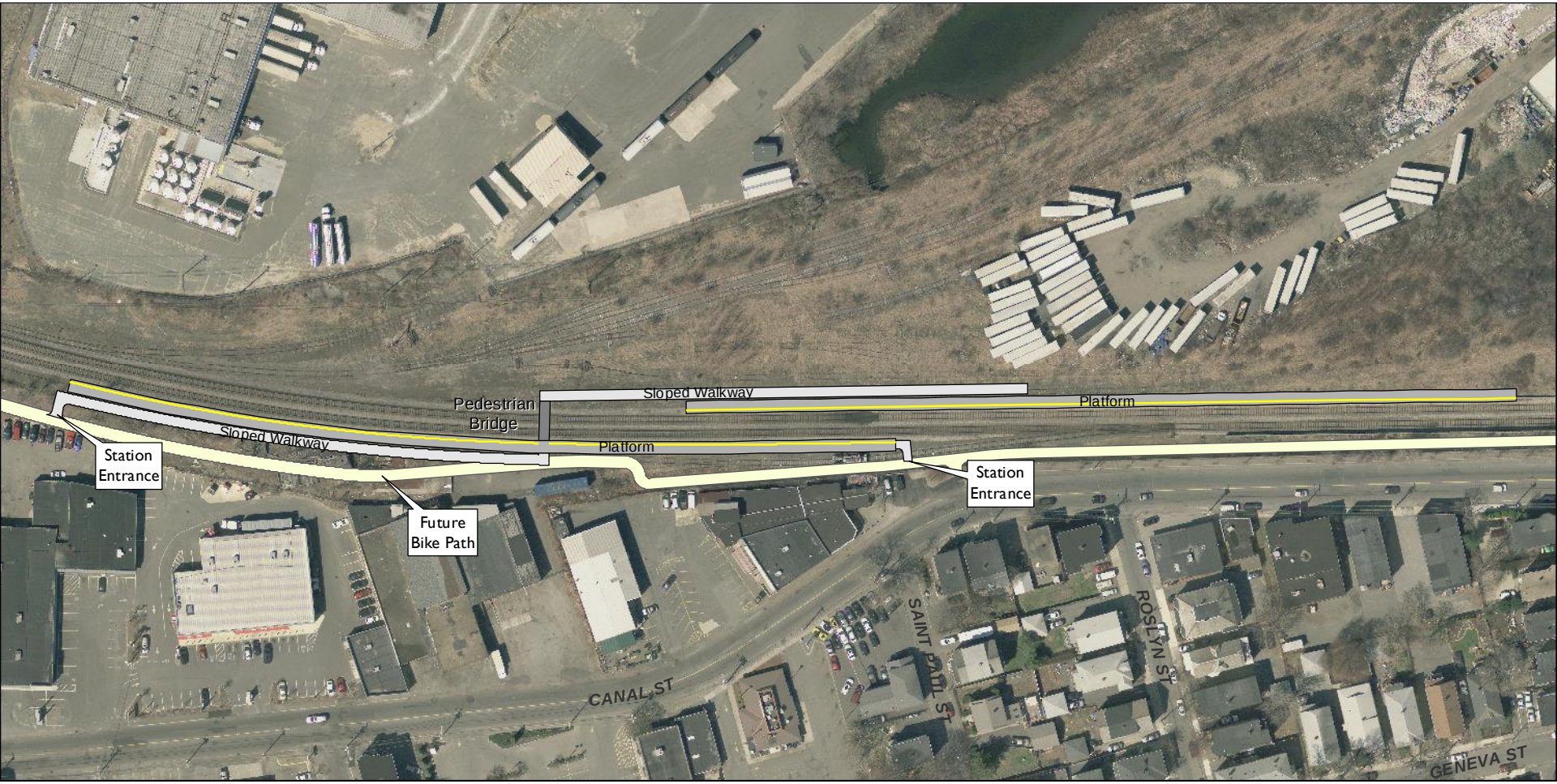
Alternative 2A – Ocean Avenue



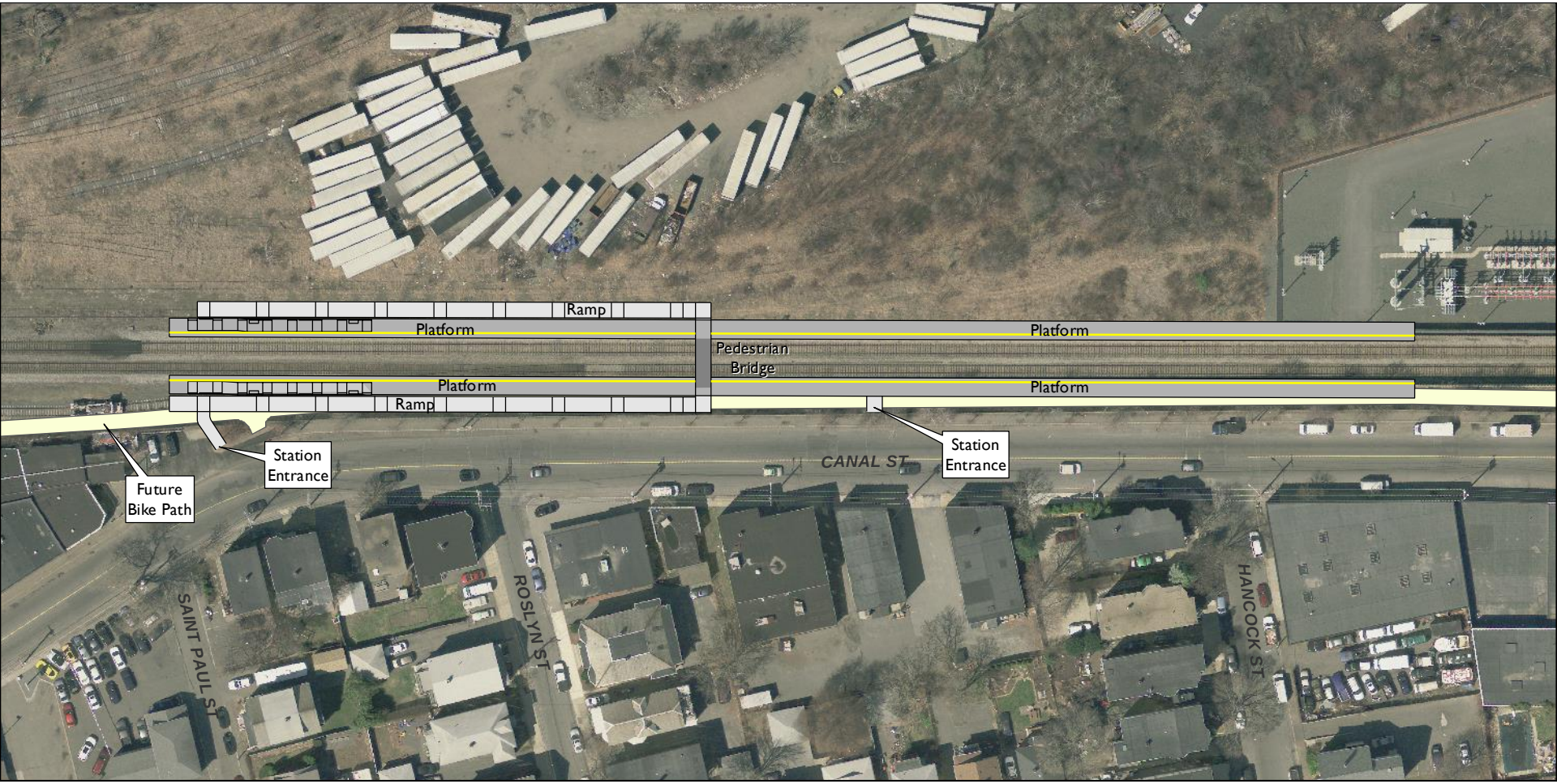
Alternative 2B – Ocean Avenue



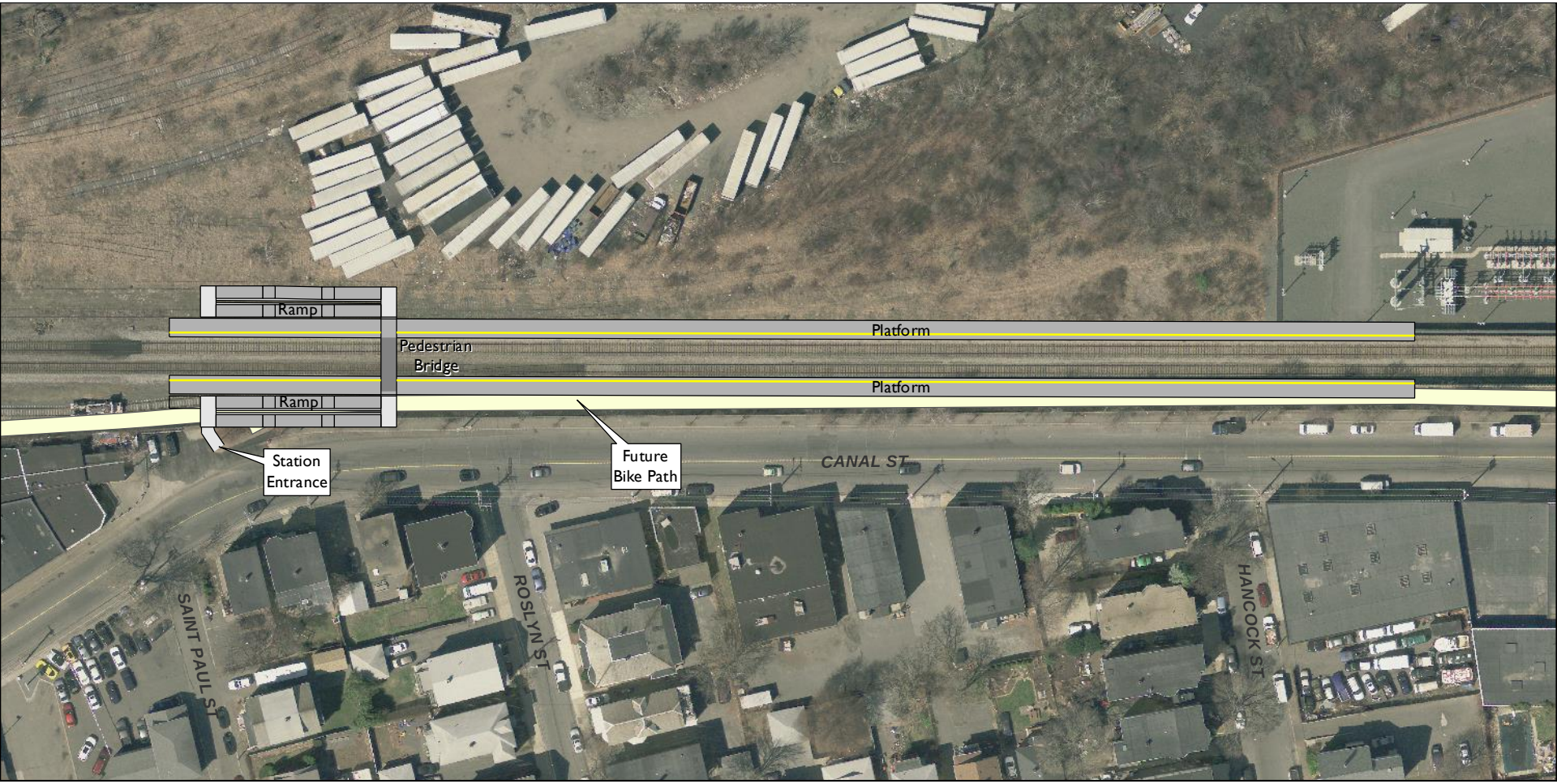
Alternative 3 – Ocean Ave. to Canal St.



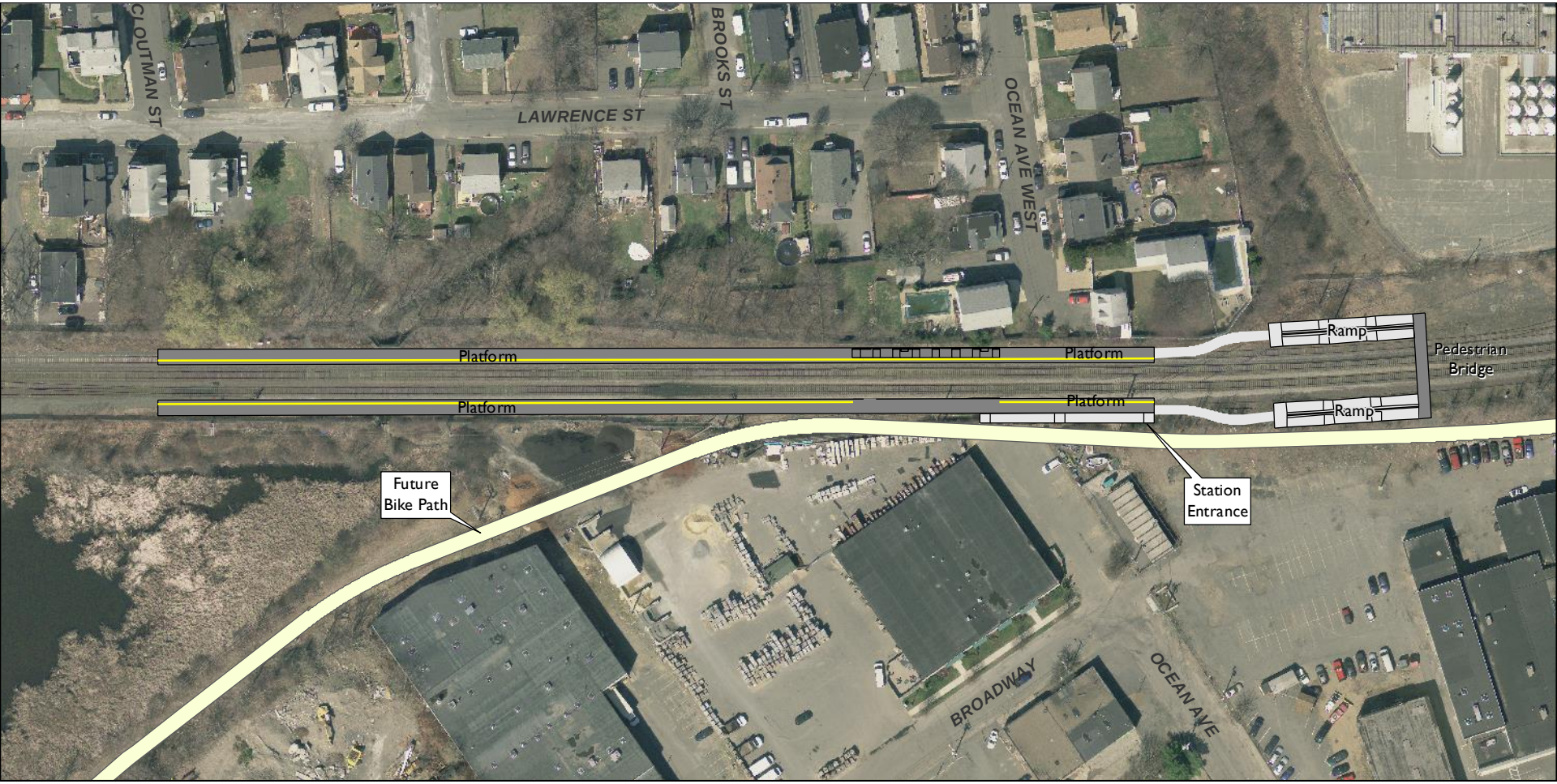
Alternative 4A – Canal Street



Alternative 4B – Canal Street



Alternative 2C – Ocean Avenue



Rendered Site Plan

Typical MBTA Commuter Rail Station with Pedestrian Bridge

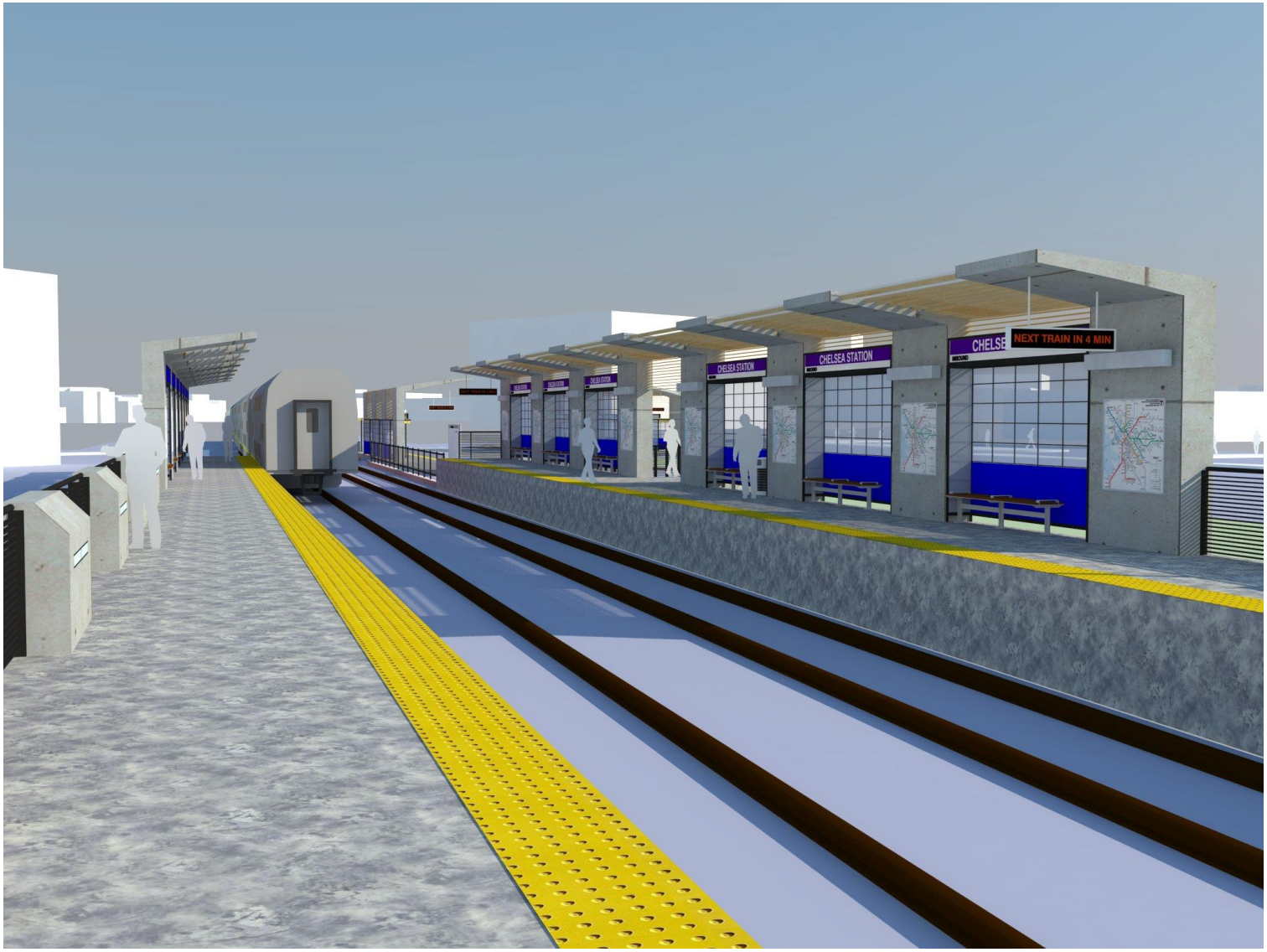
Pedestrian Bridge with Ramp Structure

Salem Commuter Rail Stop

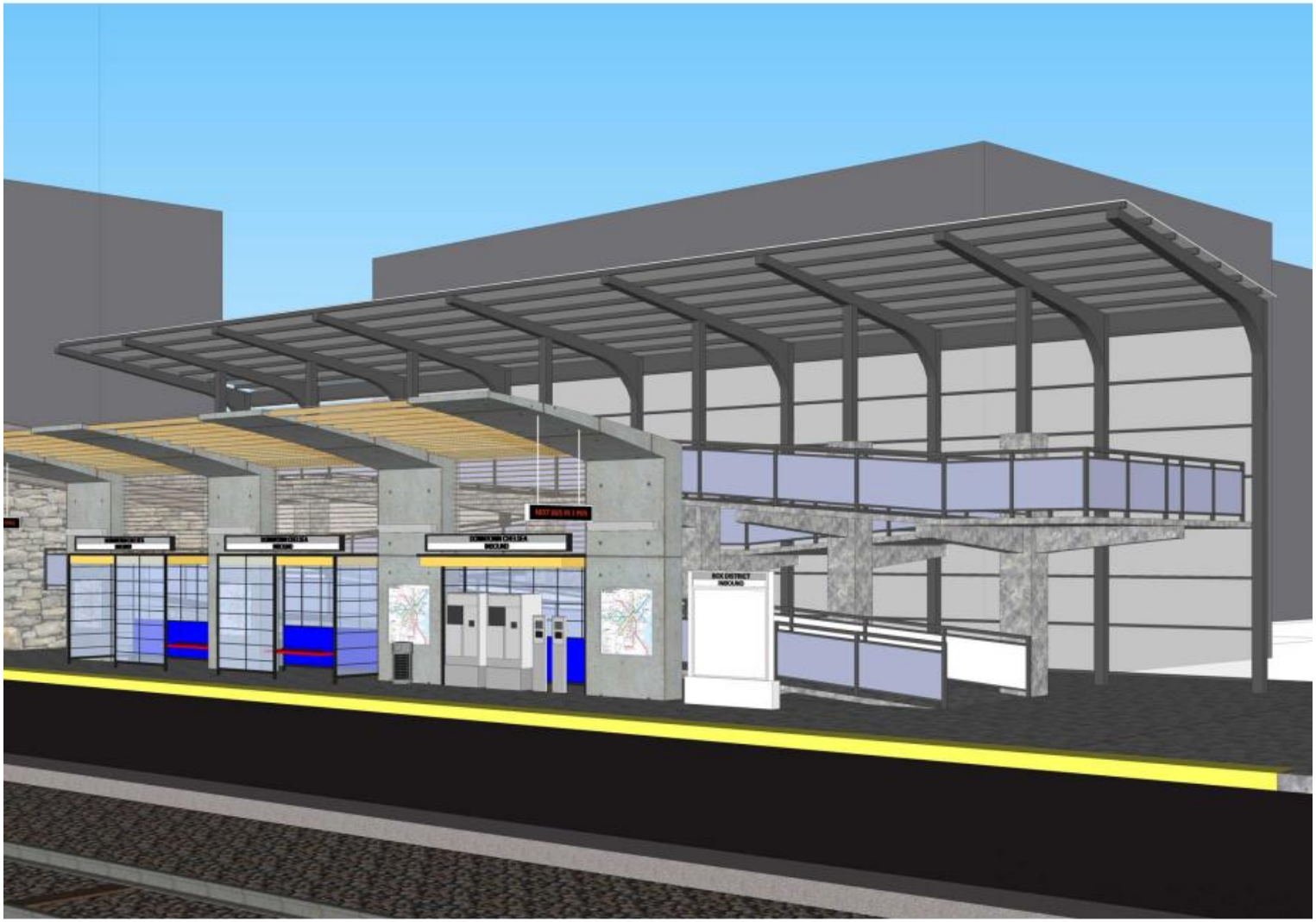
Typical MBTA Commuter Rail Station

Alternative Commuter Rail Canopy

Alternative Commuter Rail Canopy



Alternative Ramp Layout



Comparison of Alternatives

ALTERNATIVE	COST	ADVANTAGES	DISADVANTAGES
ALTERNATIVE 1A/1B	$ 15 million	• Least Costly Alternative • Direct Access from Local Road • Minimal Impacts to Railroad Sidings • Furthest from existing CR Station	• Abutter Impacts – Jefferson Avenue Lawrence St. and Ocean Ave. West • Further away from SSU and NSMC • Drop-off area would be on Jefferson
ALTERNATIVE 2A/2B	$ 18 million	• Better access to SSU and NSMC • Better Parking & Drop-Off Area Potential • Most conventional layout for CR Station	• Abutter Impacts - Lawrence Street and Ocean Ave. West • Impacts to the Future Bike Path • More RR Track & Signal work needed
ALTERNATIVE 3	$ 20 million	• Fewer Abutter Impacts • Sufficient ROW to construct • Good access to SSU & NSMC	• Most Costly Alternative • More RR Track & Signal work needed • Inbound side further away from SSU – potential safety & security issues
ALTERNATIVE 4A/4B	$ 18 million	• Least impacts to Railroad Sidings • Fewer Abutter Impacts • Sufficient ROW to construct	• Further away from SSU and NSMC • Closest to existing Salem CR Station • More RR Track & Signal work needed • Impacts to Future Bike Path • Requires wall reconstruction (into tunnel)
ALTERNATIVE 2C	$ 20 million	• Same as Alternative 2A & 2B (better access to SSU and NSMC, better parking & drop-off area potential; conventional) • Reduces impacts to Abutters • Reduces impacts to the Future Bike Path	• Still some Abutter Impacts - Lawrence Street and Ocean Ave. West (but better potential for screening) • More RR Track & Signal work needed